

**Capital Projects Funds**  
Combining Statement Of Revenues, Expenditures And Changes In Fund Balances

Fiscal Year Ended June 30, 2000

(Amounts in thousands)

	General	Capital Investment Trust	Boston Convention and Exhibition Center	Capital Improvements and Investment Trust	Capital Expenditure Reserve
Revenues:					
Federal grants and reimbursements.....	\$ 1,958	\$ -	\$ -	\$ -	\$ -
Departmental.....	-	-	-	-	-
Miscellaneous.....	-	-	-	-	63,523
Total revenues.....	1,958	-	-	-	63,523
Other financing sources:					
Proceeds of general obligation bonds.....	409,195	-	-	-	-
Proceeds of refunding bonds.....	-	-	-	-	-
Transfers from component units.....	-	-	-	-	100,000
Operating transfers in.....	93,380	-	-	128,977	-
Total other financing sources.....	502,575	-	-	128,977	100,000
Total revenues and other financing sources.....	504,533	-	-	128,977	163,523
Expenditures:					
Capital outlay:					
Local aid.....	-	-	-	-	-
Capital acquisition and construction.....	349,983	20,144	10,802	60,502	325,246
Total expenditures.....	349,983	20,144	10,802	60,502	325,246
Other financing uses:					
Payments to refunded bond escrow agent.....	-	-	-	-	-
Operating transfers out.....	153,597	23	-	68	155,807
Transfers of bond proceeds.....	60,538	886	-	936	-
Transfers to component units.....	8,171	-	-	9,000	-
Total other financing uses.....	222,306	909	-	10,004	155,807
Total expenditures and other financing uses.....	572,289	21,053	10,802	70,506	481,053
Excess (deficiency) of revenues and other financing sources over expenditures and other financing uses.....	(67,756)	(21,053)	(10,802)	58,471	(317,530)
Fund balances (deficits) at beginning of year.....	23,471	30,862	(19,000)	155,228	275,376
Fund balances (deficits) at end of year.....	\$ (44,285)	\$ 9,809	\$ (29,802)	\$ 213,699	\$ (42,154)

Highway	Federal Highway Construction	Government Land Bank	Intercity Bus Capital	Local Aid Capital Project	Totals	
					2000	1999
\$ -	\$ 258	\$ -	\$ -	\$ -	\$ 2,216	\$ 6,667
-	96	-	-	-	96	1,222
-	-	-	-	-	63,523	41,784
-	354	-	-	-	65,835	49,673
1,259,877	-	22,620	2,466	67,463	1,761,621	1,014,803
-	-	-	-	-	-	498,793
-	-	-	-	-	100,000	1,051,000
563,200	1,196,327	-	1,378	-	1,983,262	2,358,600
1,823,077	1,196,327	22,620	3,844	67,463	3,844,883	4,923,196
1,823,077	1,196,681	22,620	3,844	67,463	3,910,718	4,972,869
-	-	-	-	46,613	46,613	73,485
475,327	1,193,910	25,501	7,375	-	2,468,790	2,601,933
475,327	1,193,910	25,501	7,375	46,613	2,515,403	2,675,418
-	-	-	-	-	-	498,793
1,332,134	2,765	-	-	460	1,644,854	1,153,179
-	-	-	-	-	62,360	58,681
325,000	-	-	-	-	342,171	2,337
1,657,134	2,765	-	-	460	2,049,385	1,712,990
2,132,461	1,196,675	25,501	7,375	47,073	4,564,788	4,388,408
(309,384)	6	(2,881)	(3,531)	20,390	(654,070)	584,461
(261,703)	(14)	(10,999)	-	(30,435)	162,786	(421,675)
\$ (571,087)	\$ (8)	\$ (13,880)	\$ (3,531)	\$ (10,045)	\$ (491,284)	\$ 162,786



Another development reshaping urban life was the introduction of the electric streetcar. Until the 1880s urban settlement had been tightly constrained by the need for face-to-face contact. Commercial, manufacturing, and residential districts coexisted in close proximity to one another, bounded by the distance a person could conveniently travel by foot within about an hour. Electric streetcars, however, tripled the distance that commuters could travel to work, and at a cheaper fare than that offered by horse-drawn carriages. The greater mobility offered by electric streetcars opened up a large peripheral area for residential settlement, allowing urban professionals and clerical workers to escape the unpleasant and crowded city center for more bucolic surroundings. With this movement, the modern suburb was born.

Automobiles also gained rapid acceptance, as Henry Ford's introduction of methods of mass production dramatically lowered their cost in the 1910s. The diffusion of automobiles greatly increased mobility and allowed the continued growth and extension of residential suburbs..

The building of Route 128, the circumferential highway around Boston that is now part of Interstate 95, also encouraged development by the growing firms in a pace the was, on the other hand, close to attractive residential locations. Industrial parks, facilitated firms' relocations to the new suburbs while preserving a relatively attractive physical environment.

Photography courtesy of the Bostonian Society

Text from *Engines of Enterprise – An Economic History of New England*, Harvard University Press.